Issue 23 January 2000

THE TRANSFORMER

CONGRATULATIONS TO TRANSPORTATIONS'S NEWEST CHIEF MASTER SERGEANTS

AFSC 2TOXO
Amanda S. Moore
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Randy L. Harris
Donald L. Tallman
Michael Taylor

AFSC 2T2XO
John M. Buchanan
Thomas F. Chalk
Steven Christopher
William Covington
David E. Lamphere
Thomas T. Szabo

AFSC 2T3XO
Cornel D.A. Codner
Daniel J. Hemmert
Terry L. LLoyd
Leroy Richardson
Timothy W. Stern

TRAFFIC MANAGEMENT

Shipping POVs to Alaska

No doubt about it, Alaska can be a cold place. Especially between the months of October through April. Getting a POV ready for shipment to Alaska is not business as usual. Last year, POVs arriving at the port of Anchorage not properly prepared for old man winter had cracked engine blocks, leaking radiators, and other damage. These POVs had to be placed indoors and thawed out before the remnants could be turned over to the member. Members should be advised that failure to properly prepare their POVs for shipment to Alaska can be costly and extremely inconvenient.

It is highly recommended that all POVs shipped to Alaska be protected down to -60 degrees Fahrenheit. Most vehicles will require additional coolant in order for them to handle the extereme Alaska temperature. Member's should also consider purchasing and installing 110V battery warmer and/or 110V-coolant system heater and/or 110V-engine oil heater (block heater). Electrical plug-ins are available on most installations. All lubricates and fluids should also be able to handle temperatures down to -60 degrees Fahrenheit.

Other useful tips include, adding a commercial gasoline/diesel anti-freeze compound (dry gas) to the fuel tank prior to turn-in of the vehicle for shipment. This is helpful in preventing the water in the gas from freezing and clogging the fuel system. Lubricate the door seals with good low-temperature lubricant containing silicone.

Once the POV is ready for shipment, it must be shipped to the right port. There are two ports, Anchorage and Fairbanks. When the member is assigned to Ft. Richardson or Elmendorf AFB, the destination port is Anchorage. Members assigned to Ft. Greely, Ft. Wainwright, or Eielson AFB, the destination port is Fairbanks. If the member is assigned to a replacement unit in Alaska, the POV should be shipped to the replacement unit stated in the orders.

When assigned to a remote location within Alaska (i.e., Bethel, Nome, Kotzebue, etc.) the POV should be consigned to the 833d USA Transportation BN, Seattle WA for onward movement. POVs cannot be driven from Anchorage to remote locations. There aren't any roads.

The Required Delivery Date (RDD) should be established based on the needs of the service member. For example, if the standard transit time is 27 days, the vehicle should be shipped approximately 30 days before the member is scheduled to arrive. Storage in Alaska is expensive, and vehicles remaining at the port in excess of 21 days is an unnecessary expenditure of our limited resources.

Not properly preparing a POV for shipment to Alaska or shipping it to the wrong location can create an extreme hardship for the service member. The Alaskan temperatures are very unforgiving and being without a POV can be an extreme inconvenience to the member. Please make sure your members know, before they go, to Alaska. For additional information on shipping POVs to Alaska, contact JPPSO-ANC at DSN: 317-552-1793 or 2734.

POC: SrA Nicole R. Peifer
3TRNS/LGTT
Elmondorf AFB AK
DSN: 317-552-1793

POV Shipments to Yokota AB, Japan

Effective 1 April 1996, the Assistant Secretary of Defense (for Management Policy) granted limited case-by-case waiver authority for the shipment of post 1976 POVs to Japan (excluding Okinawa). Waiver requests should include the member's name, grade, SSN, the make/model/year/vehicle identification number (VIN) and if the vehicle is equipped with California emissions.

The waiver can be submitted by e-mail or by mail. E-mail the request to hyon.lee @yokota or rose.shackelford@yokota.af.mil or mail to: 374 TRNS/LGTT, Unit 5120, APO AP 96328-5120.

Members should be counseled on the following items: (1) Member must consider the high cost of initial registration of their POV, this could cost anywhere from $3,000 to $5,000 or more; (2) availability of parts and qualified maintenance; and (3) the cost and availability of high grade gasoline. Gasoline sold on base is 86 octane or lower and higher-grade gasoline off base is approximately $4.00 per gallon.

Members who do not elect to ship their post 1976 POV to Japan should be given the option to store the POV at Government expense. Members are reminded that the entitlement to store a POV at Government expense is in lieu of shipping a POV to the overseas location. Currently our office is receiving a number of inquiries on this subject. We ask that all members being assigned to Yokota AB be counseled on the information in the PPCIG.

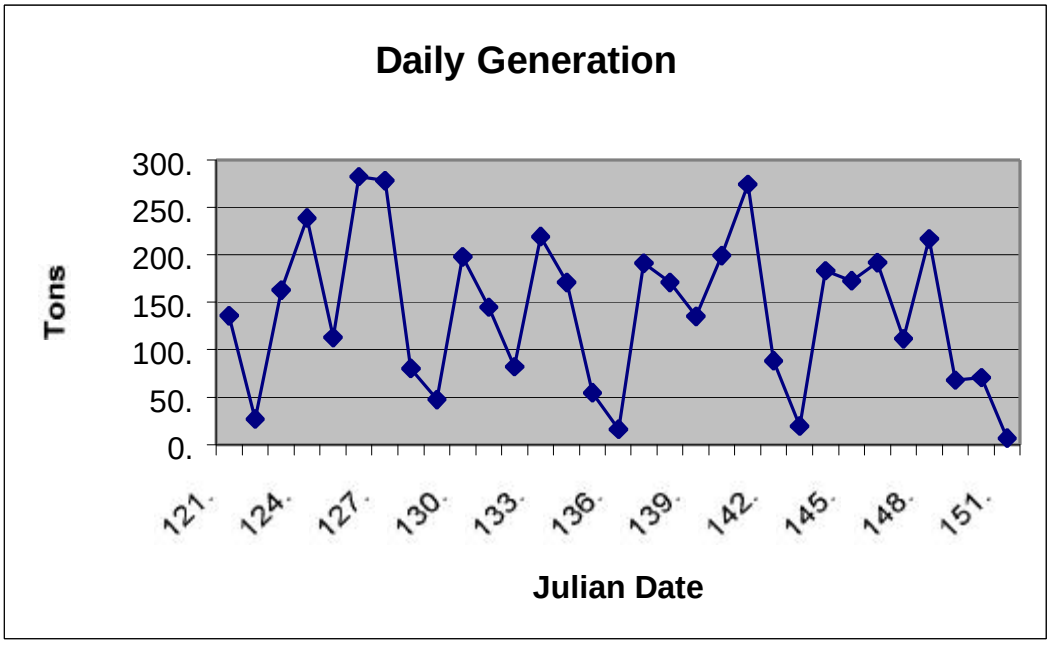
POC: TSgt Hyon Lee
374 TRNS/LGTTP
Yokota AB Japan
DSN: 225-2118
E-Mail: hyon.lee@yokota.af.mil

AERIAL PORT OPERATIONS

Advanced Shipping Notice - Global Channel Operations

The value of transportation is getting the right materiel to customers when and where it's needed. The time the materiel is in the transportation segment of the logistics pipeline is of little value to customers. As transporters, our challenge is to deliver the materiel to meet customer established required delivery dates. This article addresses a DoD initiative to improve customer support through the marriage of smart technologies (Gensym G2 modeling and simulation) and reengineered business practices, coupled with actual nodal logistics information, to produce timely and accurate arrival predictions of materiel requiring movement overseas. The Advanced Shipping Notice (ASN) tool will produce statistical predictions of daily arrivals of cargo at aerial ports, by weight and cube, providing airlift schedulers the ability to more effectively schedule critical assets. United States Transportation Command (USTC) and its airlift component, Air Mobility Command (AMC), are currently partnered with industry and jointly engaged with a small group of DoD shipping activities, Military Services and Defense Logistics Agency (DLA) in field tests of this ASN capability.

The impact of ASN upon AMC's transportation segment of the logistics pipeline is anticipated to be extremely significant with today's current environment of the shrinking defense transportation dollar. ASN will provide airlift schedulers the ability to match cargo with available assets (airframes and crews) prior to cargo arrival at the port in order to optimize effectiveness while maximizing efficiency. With limited airlift assets, neither DoD nor AMC can afford to fly empty airplanes. Unfortunately, given the lack of reliable advance information available today, the current airlift scheduling process is not as conducive to efficiently matching movement requirements to airlift as it could be. In today's environment, the Tanker Airlift Control Center's (TACC) Channel Cargo System Directors (Bookies) build an airlift plan based on the service's forecasts and historical trends one month prior to the month the forecasted cargo will move (active month). This plan is continuously adjusted during the active month to move cargo quickly and to fully utilize aircraft. The following chart shows one port's daily cargo generation for one month. As you can see, the amount of cargo generated varies considerably from one day to the next.



Because there is little advance knowledge of the cargo inbound to the port, the Bookies cannot make timely decisions to add airlift until the cargo arrives. Currently, a minimum of three days is required to schedule additional airlift, leaving cargo to sit at the port for that period of time or longer. The ASN solution will provide AMC TACC Bookies with reliable information on cargo inbound to a port as far in advance as possible so they can speed the overall airlift planning process.

Under this concept, ASN will electronically gather information beginning when the customer's materiel requisition is passed to a supply inventory control point for supply availability determination. Once the requisition is electronically passed to the source of supply, ASN will determine the time required for the requested item(s) to move to a specific aerial port and provide this prediction to the TACC. This daily cargo prediction (weight and cube) will have an associated "confidence factor" by which the reliability of the prediction will be measured. The goal of ASN is to provide a prediction with an 80% confidence factor while giving AMC TACC personnel the greatest possible advance notice of arrival at each port. Upon receipt of this information, Channel Bookies can plan and schedule airlift assets prior to cargo actually arriving at the port. This will enhance AMC's ability to deliver materiel to meet customer established delivery dates.

The current application of ASN is centered on two specific areas: unaccompanied baggage and sustainment cargo. USTC, in partnership with AMC, Military Traffic Management Command (MTMC), DLA, and commercial carriers is currently testing and evaluating the unaccompanied baggage movement portion of the ASN Project. The test, which began 4 Nov 99, is tracking and documenting unaccompanied baggage shipments originating at San Antonio, TX, Ft Hood, TX, and Colorado Springs, CO entering the airlift system at Dover AFB for movement on channel airlift to Ramstein AB, Germany. Testing of a combined unaccompanied baggage and sustainment predictive capability is currently scheduled to begin in calendar year 2000. The end objective of ASN is to provide an accurate, timely prediction to AMC TACC of all channel cargo scheduled to arrive at all aerial ports.

POC: Capt Joe Ferris and Capt Darel Longyear
TACC/XOG
Scott AFB Il
DSN: 576-2951

Expanded Training for Small Terminals

The Contingency Aerial Port at Tinker AFB Oklahoma is an exciting place to serve a tour. There is a guarantee of challenges rarely faced by your peers as well as the opportunity for responsibilities well ahead of your grade and position. We also have a mobility commitment with the AEF, so TDYs are a definite possibility. Training opportunities at Tinker are limited to contingency and mobility operations, which is the very nature of our mission.

We have the ability to provide our personnel with most mandatory upgrade training. The younger airmen after returning from numerous TDYs informed us that the deployed computer systems and some transportation procedures were different than they had been trained to use. They desired additional training to provide them with more in-depth knowledge and expanded skills. They came to their supervisors with the idea that a visit to one of the Aerial Ports of Embarkation and the opportunity to train there could satisfy this need. That is why SSgt Fogle and I recently visited the 436th Aerial Port Squadron at Dover AFB, affectionately called the Super Port. We wanted to see their operation and open the possibility of a new and exciting training program. The cooperation and willingness they displayed surprised us.

During the initial briefing from SSgts Prescott and Hodson they covered the Port Operations and the technology systems used for TAV/ITV, followed by a tour of the Aerial Port. Afterwards, we were introduced to TSgt Heilman, the upgrade training coordinator, who explained their entire upgrade and ancillary training program. We then toured the different terminal sections and were given the opportunity to join some in-progress training, which I found to be eye opening, in its detail and thoroughness. Impressed with what we had seen, we opened the possibility of sending a few people at a time to participate in some of their training.

We met the Operations Officer, Maj. Molnar, the Operations Superintendent, Chief Chalk, and TSgt Hielman to discuss the possibility of sending our personnel to receive familiarization and standardization training. We were assured that it is more than possible. All we needed to do was schedule our people, identify the required training, and meet a few prerequisites, such as completing applicable CBT and CDC lessons, and the training could and would be accomplished. The trainers would be able to remain flexible enough to concentrate on the core tasks while integrating the needs of each MAJCOM to ensure proper customer (internal and external) service at home station and while deployed.

We fully believe that Dover AFB has the ability and willingness to provide the training we desire. We intend to push ahead with this training as funds become available and mission requirements allow. If most of our expectations are met with this familiarization and standardization program, the leaders at Tinker AFB and Dover AFB will have given us a tool to help carry Air Force transportation into the next century. Last but not least, we would like to thank all of the people at the Super Port for their cooperation and support during this trip and future ones.

POC: TSgt Kevin J. Fincher
72AFW/LGTRM
Tinker AFB OK

COMBAT READINESS

EORI: ORI of the Future

In the July - August 99 issue of the TIG BRIEF, Lt Gen Kehoe challenged the Major Command Inspectors General to "find more innovative ways of assessing unit readiness." AMC accepted the challenge by taking a good hard look at how well its operational readiness inspections (ORI) matched how AMC actually supports the war. What the command realized is that the two were inconsistent. That realization sparked an in-depth effort to reengineer the entire inspection process to ensure it keeps pace with the operational environment. This article will explain the major changes that are taking place.

In the past, ORIs were conducted with a single wing providing all of its capabilities at one time. This caused wings to expend a lot of time and effort doing wing-wide OREs to prepare for a level of capability that they will probably never be asked to perform. A review of recent history has shown that when AMC supports a contingency, it does so as part of a rainbow force package--the Air Force tasks UTCs (or even individuals) from various units to form a provisional structure. Since that's the way AMC supports operations, then that's how a unit's capability should be tested and that's how future inspections will be aligned.

In AMC, our goal was to create an inspection concept that was doctrinally sound and allowed inspected forces to demonstrate their required capabilities in the same fashion required by the supported CINCs. Not only did we want doctrinal correctness, we saw this as an opportunity to address OPTEMPO concerns by employing other assessment vehicles, not just the traditional ORI. The result of our efforts was a model that will focus on force package capabilities across the command, enhance prioritization and allocation of resources, and do a better job of providing continuous and predictive readiness. We call this new model the Expeditionary ORI (EORI).

The main thrust of EORI is to synergize all available assessment vehicles: real world contingency operations, Joint Chief of Staff exercises, AEF deployments, and a limited number of IG-generated exercises. By shifting the IG team's emphasis to existing activity, we hope to use our military resources in a more efficient manner and reduce overall OPTEMPO. This type of inspection requires the IG to be more "expeditionary" in nature as well. We will use smaller teams, sent out more frequently, on shorter inspections, and to any part of the globe where AMC units are performing their wartime job.

Since the IG will not be able to observe all capabilities reliably in the field, the IG will still task some UTCs to demonstrate their capabilities during IG-generated exercises. These exercises will be approximately 14 days in length and be held in a "playbox" where total force capability will be rainbowed in and out. EORI scenarios will be tailored to match the participating unit's capability.

Admittedly, we will face opposition from those locked into the old ORI mindset. However, we expect EORI to pay significant returns on our investment, and we feel that it's the right course for our command at this time. After we have refined EORI, we hope it will offer benefits that other commands cannot ignore.

POC: MSgt Dennis W. Daubert
Superintendent, En-route Inspections

HQ AMC/IGCO
Scott AFB IL
DSN: 576-1941
Dennis.daubert@scott.af.mil

Combat Readiness -*Technology, Tradition, Training*

Innovative and creative ideas have long been attributed to the success of industry. Setting goals, establishing standards, and using the latest technologies has long been the tradition for the 72ABW/LGTRM Mobility Support Section at Tinker AFB OK. The Mobility folks at Tinker are the focal point for all transportation related actions in support of deployment operations. The section manages all transportation related support provided to 22 Tinker AFB associated organizations and 27 off-base organizations during deployments, redeployments and exercises. Support to these organizations includes classroom and hands-on training in the preparation of material for air transportation. The section also operates a Cargo Deployment Function (CDF), an Air Passenger Terminal (APT), and a Submotor Pool (SMP).

Over the years the Mobility Support Section has had many great accomplishments. They have dedicated untold hours in all kinds of inclement weather supporting deployment operations such as Desert Storm, Southern Watch, Decisive Endeavor, and the list goes on and on. They have responded to local emergencies and disasters. April 19, 1995 the Murray Federal Building in Oklahoma City was bombed. Within hours the section had split up its resources, had personnel on-scene, received clearance from the FBI and setup a command post to receive search and rescue workers from FEMA. The section had personnel on base at Tinker meeting the FEMA teams arriving by military air, while the folks at the bombing site were coordinating arrangements for meals, lodging, and whatever other support the rescue workers needed. More recently, on 3 May 1999, the strongest tornadoes ever recorded devastated much of the local community. Again the personnel of the Mobility Support Section provided much needed assistance. Hundreds of families found themselves homeless and hungry. Most had nothing but what was on their backs. Feeding, clothing, shelter, transportation services, just a small part of what the Mobility Section personnel did for the community.

People like these are special. They have a rare, unseen drive. Much of what they do is not found in a job description filed away in the back of a personnel file. They strive for excellence in all they do. They are knowledgeable individuals working together as a team. Knowledge is the key ingredient that makes this team successful. Participating in classes, conferences, and workshops. Keeping up on current events. Meeting and redefining the standards. Training! Training can be a chore or a challenge. It can be something that happens around you or to you. One thing is clear, the personnel of the Mobility Support Section are highly trained professionals who provide superb training and support to the many agencies that have come to count on them.

As mentioned earlier in this article, keeping up with technology has been an integral part of the success of this section. Not that long ago, when developing course materials, you would sit down behind a typewriter, hopefully one with a correction ribbon and pound out your study guides, work books, etc. If you were to include graphics, you would have to "cut and paste" them into place using real scissors and paste. Then when trying to make copies of your masterpiece, you had to deal with the lines from your cut and paste efforts. Today things are much easier. We have our PCs with gig after gig of storage. We have state-of-the-art software that checks our spelling and offers suggestions. We have graphic design software that even the most artistically challenged can use. The section obtained the latest Web Site creation and management tools and put them to use by publishing a brand new, interactive Mobility Web Site. Courseware is available for download. Online quiz's, general information, as well as links to related software and other web sites are just some of the goodies available. The section recently obtained state of the art software for creating computer based training (CBT) courses. One of their new goals is to have much of the mobility training available online using interactive software. Students will be able to "log in" to the desired training. The system will keep track of training accomplishments, the need for retraining, provide statistics, etc. Imagine being deployed to an austere location, extra time on your hands, and being able to maintain currency in mobility training. This allows unit commanders additional latitude in their decisions as to how and when their personnel accomplish required training. Today, as in the past, the Mobility

Support Section uses the latest in technology to produce and provide the most professional product possible. If you would like to visit the Tinker AFB Mobility Web Page, http://www-int.tinker.af.mil/72lgt/lgtrm/index.htm is the link to follow.

POC: Dennis E. Mitchell
72ABW/LGTRM
Tinker AFB OK

Vehicle Operations

Operator Records and Licensing Service

We all have heard complaints about limited customer service for various services around our respective bases. Well here at Spangdahlem AB, Germany, we have developed an innovative approach to improving a few of our services. Specifically, we have re-located our Operator Records and Licensing (ORL) function from Fleet Management to Dispatch Operations. With the move we are now capable of providing customer service 15 hours a day, a 53% increase in access for our customers. In addition, we have moved our Rental Car service with ORL creating one-stop shopping for our customers who come in TDY and need a U-Drive-It (UDI) and license. Previously the customer had to go to dispatch then fleet management to get service. Under the new setup, not only do we increase the hours of service but also we have simplified the process allowing for this one-stop shopping. Our customers have expressed increased satisfaction with the expanded hours and less hassle in getting rentals and licensing. If you would like more information on this process contact MSgt Clarissa Schraufnagel via email at clarissa.schraufnagel@spangdahlem.af.mil or CMSgt Ralph Celento at ralph.celento@spangdahlem.af.mil.

POC: MSgt Clarissa Schraufnagel
Vehicle Operations
Spangdahlem AB GE
DSN: 452-6649
E-Mail: clarissa.schraufnagel@spangdahlem.af.mil

VEHICLE MAINTENANCE

May 1999, the 36th Vehicle Maintenance Flight began planning the requirements necessary to place 15 War Readiness Materials (WRM) vehicles into deep storage. This process however, would not follow the guidelines as stated in PACAF Handbook 24-3. Instead, Andersen Air Force Base would be part of an Air Staff directed long-term storage test project called CORTEC.

Soon after assessing the extent of corrosion and serviceability of the required vehicles, priorities were laid out and initial work orders were opened. Representatives from Allied

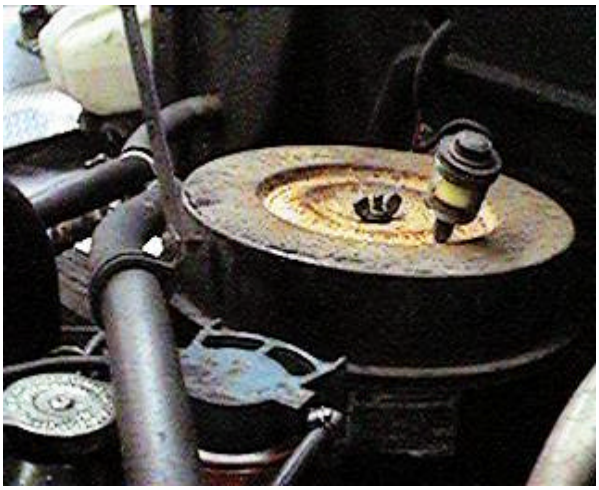
Trades, General Purpose, Special Purpose and Base Maintenance identified all parts required to bring the vehicles to T.O. 36-1-191 plus condition and placed them on order through Material Control within the first ten duty days.

Researching available vendors that could meet strict delivery dates began. More than 1,000 items were placed on order through 20 different vendors. Most parts were available off the shelf, yet some would have to be fabricated for this particular order. Follow-up on the orders was imperative to assure delivery dates could be met and allow the work on the vehicles to flow smoothly.

June 1999, those vehicles requiring the most extensive repairs took the first steps towards the requirements of CORTEC. Vehicles were completely stripped down to their frames, interiors were disassembled, and flooring was removed. Each nut, screw, bolt, and weld were examined, replaced or repaired depending on the degree of corrosion sustained over the past years; a tedious process to say the least. Work was not just limited to Allied Trades. While they did have a formidable task ahead of them requiring extensive man-hours, space, man-power was not always available to proceed with all of the repairs. By this time, the parts placed on order began to filter in, bringing ample amounts of work to each of the outlying shops.

July 1999, in the midst of 36th Air Base Wing exercises, TDYs, and scheduled leaves, work feverishly continued. Ninety percent of the required parts and materials had arrived. Exhaust and cooling systems, lighting, wiring and hydraulics were replaced or repaired. Tires, brake lines, and steering pumps were replaced. Major system checks were performed and necessary repairs were made.

August 1999, the fruits of all our labor began to materialize. All but three vehicles were completed and placed in the WRM facility awaiting the CORTEC team. Each vehicle underwent a meticulous final quality check to assure all systems functioned as required and the vehicle was completely free of corrosion.



September 1999, the last three vehicles were completed and stored. The storage process however continued. Additives for the oil and fuel systems, washing agents and additional items required by the CORTEC team for final placement in storage continued to come in. Preparation of a newly acquired warehouse for storage of these vehicles was also being made at this time. Supplies were relocated and 3,220 square feet of wall and fence were taken down to provide workable space.

All said and done, Vehicle Maintenance accounted for 4,851 direct labor hours towards the long-term storage of these assets. This equates to an equivalent of 606 duty days. The direct labor cost involved in achieving this task is $80,398.40 while the materials would amount to $51,505.05 for a grand total of $131,903.45.

Each individual in Vehicle Maintenance, from the mechanics to the controllers, worked diligently to ensure accomplishment of the task put before them. They each rose to the challenge required of their personal expertise and excelled above and beyond. The final

product bares the mark of the professionalism and quality of each of the men and women of the 36th Vehicle Maintenance Flight.

POC: MSgt Daniel M. Little
CMD, Vehicle Operations Superintendent
HQ PACAF/LGTV
Yokota AB Japan
DSN: 449-8850/6304

Imagine Imaging

Can you picture doing away with the file cabinet against the wall that takes up half your office space? Imagine your complete office filing system, vehicle record jackets, and technical orders (T.O.) stored inside your computer. How would it change your job if you could acquire information as easily as opening a word document? Envision the possibilities of doing away with most of your clerical and manual labor.

In the evolution of the copier, word processor, fax machine and the desktop computer, BitWise Designs Inc. has created *DocStar*. As the next logical step in office automation, the 86th Transportation Squadron, Vehicle Maintenance Flight acquired this user-friendly, document-imaging system, as a paperless alternative to large volumes of traditional files.

Documents are stored electronically on a jukebox using 5¼", 2.6 gig optical disks. Each disc can store up to 60,000 documents in TIF format using standard Microsoft Access. Filing can be processed manually or automatically. The automatic filing process known as Optical Character Recognition actually reads the documents for filing. This is a fast and efficient way to file groups of similar documents using a standard template.

The *DocStar* System interacts with OLVIMS and all Microsoft programs. Files can be imported directly and electronically filed within minutes. This should be a welcome advancement to the ever-dreaded quarterly AF Form 1828 printing and filing. Once documents are input, processed, and filed, this system has a powerful networked based access system with full-text multiple search capabilities. In reality, a mechanic has the capability to look at the vehicle's T.O., old work orders, and history from any workstation. By the utilization of the search engine, parts research is simplified even with multiple T.O.s. Copies of the work order can be consolidated, viewed and/or printed expeditiously. Supervisors can use DocStar to inquire about past repairs, performance, recurring maintenance, and parts history by work order on any of the shop's vehicles.

Maintenance Control's possibilities for the use of this system are endless. Schedule maintenance, work order and historical reconciliation or an analysis of information of a vehicle can be accessed with a few easy steps and still complies with all filing standards, to include required periodic purging.

In conclusion, multiple users can access this system and search through the database using general words or categories. Managers, supervisors, and technicians can research information from their work station computer. The *DocStar S*ystem saves on office space and timeliness of research, in turn putting our energy back to the vehicle mission. Imagine the possibilities….

POC: SSgt Louis Castro
86th Transportation Squadron
Ramstein AB Germany

Registered Equipment Management System (REMS) Training Now Available

The new REMS Computer Based Instruction (CBI) Course is now available. This course provides training in the knowledge and skills needed to perform REMS duties. Students will establish vehicle allowances, create authorizations, establish accounts in the Standard Base Supply System (SBSS), and perform SBSS transactions such as vehicle receipt, vehicle rotation, vehicle disposition and deployment. REMS CBI completion will be a requirement for 5-level upgrade

training when the new CFETP is released in January 2000. All individuals who complete the training will receive one semester hour of credit through CCAF. Job Site Training (JST) POCs will coordinate with CCAF to ensure personnel who complete training will receive credit. Please feel free to call if you have any questions or concerns.

POC: SSgt Scotty Browning
Vehicle Operations Curriculum Developer
Fort Leonard Wood MO
DSN: 581-3744
E-mail: **brownins@wood.army.mil**

AIR FORCE SCHOOL HOUSE

Attention Hazardous Material Exportable Training Package Users

The Hazardous Materials Preparer (Refresher), L6AZS2T000-001 and the Hazardous Materials Inspector (Initial), L6AZR2T000-000 Exportable Training Courses are currently under revision. The expected course delivery date will be Feb 00. Students that are currently enrolled in the Jan 98 course will continue with this course until its completed. The course exam will be based on the course studied, i.e. if you are enrolled in the Jan 98 course, you will take the Jan 98 exam. There will be a two-month overlap between the two revisions. The Feb 00 course will be automatically distributed to all units currently utilizing the ETP courses. The CD-ROM will contain both courses in a Portable Document Format (PDF) that can be viewed and printed with Adobe Acrobat Reader. For further information, contact SSG Eric Brown or Ms. Donna Bibbs at 345 TRS/TTTD, 1015 Femoyer Street, Ste A200, Lackland AFB, TX DSN: 473-3669 or commercial (210) 671-3669. Inquiries may also be directed via e-mail to: eric.brown@lackland.af.mil or donna.bibbs@lackland.af.mil.

POC: MSgt Harry L. Reese
345th Training Squadron
Lackland AFB TX
DSN: 473-3669
harry.reese@lackland.af.mil

OTHER ITEMS OF INTEREST

Training 2000

How many hassles do you have to go through tracking and managing your training requirement for your 2T1X1s? A possible solution has been developed here at Spangdahlem AB, Germany, with the deployment of an Access Program to track, monitor, report and manage all flight-training requirements. The program is called Training 2000 and tracks everything from ancillary to vehicles and off-duty education. SSgt Erick Selisker and SrA David Cahee originally developed the program at Misawa AB Japan. SMSgt Celento conceived the program concepts, now stationed at Spangdahlem AB, Germany. The program has been implemented here at Spangdahlem and is providing an easy to use process for all those training issues. The program operates under the management by exception principal, allowing you to flag the few people who need training attention, rather than manually sifting through OJT records or PC III rips. Our Training Manager, TSgt(s) Charlie Jost, has put the program into use and says it makes his job so much easier and allows him to focus on training needs. One advantage of the program is it uses the members birth date to flag recertifications on vehicles, this allows for each and every operator to be checked out on those vehicles that he or she may not have operated in months or years and demonstrate they are still proficient. The program of course is not perfect and can be improved. If you will test it and provide feedback on improvements we will do our best to include them. Our ultimate goal is to ask the Standard Systems Group (SSG) to include the program as a module of On-Line Vehicle Interactive Management System (OLVIMS).

If you would like a copy of the program, please contact TSgt(s) Charles Jost via email at charles.jost@spangdahlem.af.mil or CMSgt Celento at ralph.celento@spangdahlem.af.mil.

POC: SMSgt Ralph J. Celento, III
Vehicle Operations Manager
Spangdahlem AB GE
DSN: 452-6649
Ralph.celento@spangdahlem.af.mil

Innovative Robins Packaging Supervisor Best in Air Force

To be a successful leader in today's Air Force requires a willingness to change--a concept that is second nature for a supervisory packaging specialist in the 78th Transportation Squadron.

Bob W. Dalrymple's "creative ideas leading to novel solutions" helped earn him the Air Force nomination for the Defense Packaging Policy Group Packaging Excellence Award.

He has numerous efficiency-building processes to his credit, but he is most proud of one he said turned out to be the simplest--electronic transmission of packaging requirements. He had modernized his organization when the Air Force introduced an Automated Business Services System, which electronically processes Operations and Maintenance-funded purchase requests.

Dalrymple obtained system access, initiated an ABSS training program and committed his organization as a "ground floor" player during the early implementation phases. In doing so, he cut purchase request turnaround time by 24 hours and distinguished his as the only packaging organization in the Air Force to come on board with the new system.

With ABSS up and running, he recognized that electronic mail could easily be used for packaging requirements. The acquisition community already uses email to transmit procurement documents such as statements of work and request for proposals. To test his concept, Dalrymple partnered with the Special Operations Forces Management Directorate. The first phase of the testing was successful and phase two testing is under way. A paperless process is just over the horizon, he said.

Lt. Col. Philip P. Nardi, Transportation Squadron Commander, described Dalrymple as "a recognized leader in the Air Force packaging community." "He has devoted his career to innovative ways to protect Air Force assets while reducing both packaging and transportation costs," Nardi said. "His career has many examples of originality and creativity in the packaging arena." In addition to his own ideas, he searches for ideas from other areas that could be applied to his organization, always giving credit to others for their creative roles in new processes.

Also to his credit is the dual role he plays as both packaging supervisor and transportation control unit officer for deployment operations. Dalrymple said he enjoys the "exciting, fast paced" deployment world, especially the opportunity it presents to practice immediate, sound decision-making. A transportation specialist, rather than a packaging specialist, usually fills the role of transportation control unit officer. Nardi said putting Dalrymple in the post "is indicative of the confidence and esteem we place in him." Dalrymple said the achievements cited in his award nomination were very much a team effort. "All I can do is come up with a few ideas and try to motivate people," he said. "This team is already highly motivated and skilled. They will do whatever is required without questioning whether the task falls within their job descriptions. It's hard not to succeed with people like that working with you."

Dalrymple has earned several major awards in his field, including the DoD Commander-in-Chief's Installation Excellence Special Recognition, Air Force Materiel Command Packaging Improvement Award for Individual Excellence and a 19th Air Refueling Wing (now 19th Air Refueling Group) Black Knight Award for outstanding support. A 1991 graduate of Georgia Military College, he graduated magna cum laude from Georgia College in 1996 with a bachelor's degree in logistics systems.

POC: Chris Zdralas
78 ABW/XPRA

Robins AFB GA
DSN: 468-/65623

MEEP Corner

Have you ever considered buying a piece of shop equipment but not certain it will meet your needs well enough for cost payback? Maybe the Management and Equipment Evaluation Program (MEEP) can be your answer if you are undecided whether to purchase the equipment or not. Our charter in the MEEP office is to offer you a chance to try before you buy. In most cases equipment manufacturers will loan us the equipment on a bailment agreement for 6 months and possibly longer if more evaluation is needed. At the end of the test period, if the equipment meets your needs it is possible that it can be purchased at a reduced price simply because it is used. The best thing about this program is that if the equipment does not meet your needs, you simply box it up and return it to the manufacturer at no cost to you.

Our office is continually reviewing equipment catalogs, attending trade shows, and symposiums looking for the latest technology in hopes of finding things that will make your job easier and safer. The Internet is also an excellent place to look for the latest technology available in shop equipment. To request a project is very simple. If you see something you would like to evaluate, send a letter or email with specific information on the equipment manufacturer, phone number, brochures, website, and email if applicable, and we will do the rest. From the time our office receives the request, it takes approximately 3 months for the project to actually begin.

Our mailing address is 1st TRANS/LGTP, 52 Willow St, Ste 236, Langley AFB VA 23665. The phone number is DSN 574-4408/10 and our website is http://www.acclog.af.mil/lgt/accmeep.htm. (Please visit or call us and get to know us).

POC: Mr. Buckly Hollyfield
Langley AFB VA
DSN 574-4410
E-mail: buckly.hollyfield@langley.af.mil

Disposition of W-Registered Equipment

Ever have this happen? The organizational user brings their 1965 model lavatory service truck to Vehicle Maintenance, saying they no longer need it since they just picked up their fresh, new Y2K model. The Special Purpose Maintenance shop then performs a limited technical inspection (LTI) and forwards it to Maintenance Control & Analysis Section who inturn processes the disposition package as they do for any other vehicle. The LTI gets to Fleet Management and they kick it back saying "we don't do W-regs, they are an equipment item."

The fleet managers are correct! Although they look and act like vehicles, staircase trucks, LSTs and other W200 series management code items are in fact "equipment items" and are on the owning organizations CA-CRL account. As such, they are managed at San Antonio Air Logistics Center (SA-ALC) where valid DRMO or redistribution orders come from. Should MC&A go directly to the item manager for disposition instructions? I've done that and it has worked; however, it's not the most effective method for everyone involved.

A preferred alternative is to return the equipment to the owning organization with a copy of the LTI and a short memo with our expert recommendation for either redistribution or DRMO. Request they turn the item over to the Equipment Management Section in Base Supply in accordance with AFMAN 23-110, Vol. 2, Part 2, Chapter 22, Turn-in Procedures. The equipment managers then contact the item manager for the appropriate disposition instructions. This method keeps the people who have accountability for the item "in the loop" and takes the burden off of Vehicle Maintenance.

On a similar note, do you know where to get life expectancy criteria for W-regs to load in OLVI MS? If all else fails, you can find them in Section 7 of the Vehicle Management Index File, also known as T.O. 36A-1-1301. This document can be accessed on the WR-ALC website at http://137.244.43.130/Res/VMIF/default.htm.

POC: MSgt Colin Dexter
HQ/ACC LGTVM
DSN: 574-2083
LGT POC: Mr. Joe Moore
LGTTM
Langley AFB VA
DSN 574-3215

PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

THE TRANS*FORMER* PROGRAM MANAGER

JPPSO-SAT/XO:
Mr. Al August
DSN PHONE: 954-4227
Toll Free: 800-599-7709, ext 4227
DSN FAX: 954-4257
Commercial FAX: (210) 321-4257
aaugust@jppsosat.randolph.af.mil
transformer@jppsosat.randolph.af.mil

HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

Articles may be submitted by… (1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

HOW CAN I GET THE TRANSFORMER?

Visit our Internet Home Page: http://jppso-sat.randolph.af.mil, contact the program manager aaugust@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

MAJCOM POCs

ACC/LGT: Maj George Sicay
HQ ACC/LGTR
DSN PHONE: 574-3257/3419
HQ ACC/LGTR
DSN PHONE: 574-3257/3419
DSN FAX: 574-0508
george.sicay@langley.af.mil

AETC/LGT: CMSgt Stephen Wathen
HQ AETC/LGTR
DSN PHONE: 487-3606
DSN FAX: 487-6827
stephen.wathen@randolph.af.mil

AFMC/LGT: Capt Tim V. Henke
HQ AFMC/LGTR
Trans Resources & Plans
DSN PHONE: 787-5142
DSN FAX: 787-3371
Tim.henke@wpafb.af.mil

AMC/LGT: MSgt Thomas E. Dillon
Command Readiness Manager
HQ AMC/LGT
DSN: 576-3147
DSN FAX: 576-1878
Thomas.Dillon@scott.af.mil

AMC/DO: SSgt Catherine Richardson, or MSgt Alan Schaffer
HQ AMC/DOZXC
DSN PHONE: 576-2951/3747
DSN FAX: 576-6468
catherine.richardson@scott.af.mil
alan.schaffer@scott.af.mil

AFSOC/LGT: MSgt Laita Snapp
HQ AFSOC/LGTV
DSN PHONE: 579-2516
DSN FAX: 579-5063
snappl@hurlburt.af.mil

AFSPC/LGT: MSgt Alan L. Lindsay
HQ AFSPC/LGTV
DSN PHONE: 692-3173
DSN FAX: 692-5667
Alan.lindsay@peterson.af.mil

PACAF/LGT: MSgt Donnie Lee
HQ PACAF/LGTV
Hickam AFB HI
DSN PHONE: 315-449-6303
DSN FAX: 449-5709
Donnie.lee@hickam.af.mil

USAFE/LGT: MSgt Al Stephens
HQ USAFE/LGTT
DSN PHONE: 480-6321/6327/7368
DSN FAX: 480-6320
Rich.swezey@ramstein.af.mil

AFRC/DO: MSgt Tom Johnson
HQ AFRC/DONR
DSN PHONE: 497-1715
DSN FAX: 497-0404
thomas.johnson@AFRC.AF.MIL

AFRC/LGT: SMSgt Phillip Little
HQ AFRC/LGTT
DSN PHONE: 497-1697
DSN FAX: 497-1705
phillip.little@afrc.af.mil

ANG/LGT: Maj Casey Scharven
ANGRC/LGTR
DSN PHONE: 278-8511
DSN FAX: 278-8481
scharvenc@ang.af.mil

USTRANSCOM/J4: Major Melissa Higginbotham
USTRANSCOM/J4-BCA
DSN: 576-6887
DSN FAX: 576-8559
melissa.higginbotham@hq.transcom.mil